



June 20, 2013

Lisa Levy Buch
Metro Gold Line Foothill Extension
Construction Authority
626.305.7004/909.267.0161
llevybuch@foothillextension.org

FOR IMMEDIATE RELEASE

**In Case You Missed It: Editorial, Article Highlight Problems with Metro Expenditure Plan Amendment
*Amendment Fails to Include Mandated Foothill Extension Project and Includes Outdated Information***

The *Pasadena Star News*, *San Gabriel Valley Tribune* and *Inland Valley Daily Bulletin* published an [editorial](#) and a [story](#) today regarding Metro's current efforts to amend the Measure R Expenditure Plan and Ordinance to accelerate funding to five of the 12 Measure R transit projects. Both items highlight the outdated and inaccurate information included in the proposed Expenditure Plan Amendment, specifically highlighting the inaccurate information for the Gold Line Foothill Extension to Claremont.

The [editorial](#) calls on the Metro Board to honor the wishes of the voters who approved Measure R, and were promised an extension to Claremont:

"[Metro's] members should know what their ethical mandate is: Approve seeking the estimated \$900 million to get the Gold Line to Claremont. That's what the voters have instructed them to do."

The related [article](#) explains the importance of the updated information being included in the Measure R Expenditure Plan Amendment and why, although no additional Measure R funds are being sought, it is vital for the Gold Line Foothill Extension project to be accurately identified in the amendment:

"But the Gold Line extension was listed in the taxpayer measure as running from 'Pasadena to Claremont' at a cost of \$1.714 billion... [local] cities, the League of Women Voters and others want to see Metro keep a promise it made to the San Gabriel Valley voters to build the whole thing. And if it won't fund the second half of the extension, then at least list it so it can be recognized by the federal government when the foothill cities go looking for federal dollars."

The Metro Gold Line Foothill Extension Construction Authority board of directors is requesting that Metro update the plan to reflect the cost and timing of completing the entire project to Claremont, as defined by Measure R. As currently included, the project is only planned to Azusa; not meeting the voter mandate. By amending the Expenditure Plan to include the true cost to complete the project to Claremont (and clearly identifying the funding gap that currently exists for the project), Metro would be treating the Foothill Extension project in the same way it has the other Measure R transit projects that require additional funding.

As the editorial states, **"The Gold Line Construction Authority has not given up on Metro someday fulfilling its broken promise."** The Metro board will consider the Amendment next week.

###